





## Intimations.

## DAKIN BROS. OF CHINA, LIMITED, DISPENSING CHEMISTS, &amp;c.

PURE WINES.  
We beg to invite careful attention to the following selection from our Wine List, for we have succeeded in combining purity and excellence of quality with moderate prices.

SHERIES.		per case, per bottle.
Vino Genoroso—a generous round wine, green seal.	\$6.00	\$0.60
Vino Depasto—a medium dry wine with delicate flavour, red seal.	\$10.00	\$1.00
Amonillado—a high class natural wine for connoisseurs of Sherry, yellow seal.	\$12.00	\$1.20
Delicious—the very finest sherry procurable, 6 years in bottle.	\$14.00	\$1.25
PORT.		
Superior quality.	\$10.00	\$1.00
Invalid Port, gold seal.	\$12.00	\$1.10
Old Tawny, soft and mature, black seal.	\$14.00	\$1.25
Special selected old vintage.	\$20.00	\$1.75
BURGUNDY.		
Beaune—a full-bodied Red Burgundy with strengthening properties.	\$14.00	\$1.25
Chablis—mellow White Burgundy, fine flavour and bouquet.	\$14.00	\$1.25
CHAMPAGNE.		
Avize—a well matured, specially selected dry wine.	\$18.00	\$1.75
Lemolne—Vin d'Or—Cuvée Royale. As supplied regularly to the Prince of Wales. House of Commons, and the chief clubs in London, &c.	\$22.00	\$2.00
Per case of 24 bottles.	\$23.00	\$1.00

We are sole Agents in China for the Sale of this splendid Wine.

(Telephone No. 65.)

Nos. 22 & 24, QUEEN'S ROAD CENTRAL, Hongkong, 9th March, 1891.



BY APPOINTMENT.

## A. S. WATSON &amp; CO., LTD. (ESTABLISHED A.D. 1847.) HONGKONG.

WE invite attention to the following old brandy, all of which are of excellent quality and good value for the money. The same being specially selected by our London House, and bought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best goods at moderate prices.

In ordering it is only necessary to state the name and quantity of Wine or Spirit wanted, and initial letter for quality desired. Orders through Local Post or by Telegram receive prompt attention.

PORTS. (For Invalids and general use.)

	Per Case.	Per Bottle.
A. Alto Douro, good quality, Green Capsule.	\$10	\$1.00
B. Vintage, Superior quality, Red Capsule.	12	1.10
C. Fine Old Vintage, superior quality, Black Seal Capsule.	14	1.25
D. Very Fine Old Vintage, superior quality, Violet Capsule (Old Bottled).	18	1.50
SHERIES.		
A. Delicate Pale Dry, drier wine, Green Capsule.	6	0.60
B. Superior Pale Dry, drier wine, Green Seal Capsule.	7.50	0.75
C. Massacral, Pale Natural Sherry, White Capsule.	10	1.00
CC. Superior Old Dry, Pale Natural Sherry, Red Seal Capsule.	10	1.00
D. Very Superior Old Pale Dry, choice old wine, White Seal Capsule.	14	1.50
E. Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old Bottled).	14	1.50

	Per Case.	Per Bottle.
A. Superior Breakfast Claret, Red Capsule.	\$4	\$4.50
B. St. Estephe, Red Capsule.	4.50	5.00
C. St. Julien.	11	12.00
D. La Rose.	11	12.00

	Per Case.	Per Bottle.
A. Hennessy's Old Pale, Red Capsule.	\$12	\$1.10
B. Superior Very Old Cognac, Red Capsule.	14	1.25
C. Very Old Liqueur Cognac, Red Capsule.	18	1.50
D. Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule.	24	2.00

	Per Case.	Per Bottle.
A. Thorne's Blend, White Capsule.	8	0.75
B. Watson's Glenochy Mellow Blend, Blue Capsule with Name and Trade Mark.	8	0.75
C. Watson's Abolom-Glenochy, Red Capsule with Name and Trade Mark.	8	0.75
D. Watson's H. K. D Blend of the Finest Scotch, Malt Whiskies, Violet Capsule.	10	1.00
E. Watson's Very Old Liqueur Scotch Whisky, Gold Capsule.	12	1.10

	Per Case.	Per Bottle.
A. John Jameson's Old, Green Capsule.	8	0.75
B. John Jameson's Fine Old, Green Capsule.	10	1.00
C. John Jameson's Very Fine Old, Green Capsule.	12	1.10
D. GENUINE BOURBON WHISKY, Fine Old, Red Capsule, with Name.	10	1.00

	Per Case.	Per Bottle.
A. Fine Old Tom, White Capsule.	4.50	0.40
B. Fine Sweetened, White Capsule.	4.50	0.40
C. Fine A. V. L. Geneva.	5.50	0.50

	Per Case.	Per Bottle.
A. Fine Old Jamaica, Violet Capsule.	12	1.00
Good Lowland Island.	\$1.50 per Gallon.	

LIQUEURS. Benedictine, Herring's Cherry, Cordial, &c.

**MARRIAGES.**  
At the Holy Trinity Cathedral, Shanghai, on the 16th instant, by the Rev. H. C. Hodges, M.A., THOMAS WM. BOWEN to JESSIE HOLMES.  
On March 21st, at St. John's Cathedral, Hongkong, by the Right Rev. J. S. Burdon, D.D., Bishop of Victoria, Captain F. D. GODDARD, of Douglas Steamship Co.'s steamer *Namoa*, to MARIAN ALICE, only daughter of Alfred Joseph, Esq., Worcester.

## The Hongkong Telegraph.

HONGKONG, MONDAY, MARCH 23, 1891.

## LOCAL AND GENERAL.

THERE will be a game of polo at Causeway Bay to-morrow, commencing at 4.30 p.m.

The M.M. steamer *Djinnah*, with the outward French Mail, left Saigon for this port at 11 a.m. yesterday.

The Chinese cruisers *Chi-yuen* and *Ching-yuen*, arrived here yesterday from Shanghai and exchanged the usual salutes.

It is notified in the *Government Gazette* that Good Friday and Easter Monday will be observed as holidays in the Government offices.

The returns of the number of visitors to the City Hall Museum for the week ending March 22nd, are—Europeans 141, and Chinese 1,828; total 1,969.

A REGULAR meeting of Victoria Lodge, No. 1026, will be held in Freemasons' Hall, Zealand Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

MESSRS. Butterfield & Swire inform us that the Ocean Steamship Co.'s steamer *Titan*, from Liverpool, left Singapore for this port last Saturday afternoon, and is due on the 28th inst.

The *Nichi Nichi Shinbun* publishes a telegram from Amsterdam, dated March 11th, which says that great excitement has been caused in that city by the report that Holland and Germany have determined to combine against France in the event of war.

MR. H. E. Wodehouse, police magistrate and superintendent of the Fire Brigade, has been granted four months' vacation leave and eight months' leave of absence on half pay. During Mr. Wodehouse's absence Mr. George Horne will act as chief of the Fire Brigade, with Mr. Arthur Chapman as deputy.

The *Shikpo* states that the grand and beautiful residence of the well-known Yen Su-fung, a rich salt merchant and director of the Tientsin Railway Company, has been completely burned down in Tientsin. The fire lasted all night, but at the house was surrounded by high fire walls the buildings in the vicinity were untouched.

THE China Merchants' Co.'s river steamer *Kiangwan* came out of Dock a couple of days ago and is now lying at the Company's quay in the neighbourhood of the Customs, but it is said that the vessel is to be detained in harbour pending the receipt of telegraphic instructions from the Chief Manager in the North, before resuming her usual run on the Canton river.

THE Governor of Macao, his Excellency Custodio Miguel de Borja, his aide-de-camp, and Madame de Borja, arrived here this morning by the *Huangshan* on an official visit. There have been great preparations made for the reception of the Governor in the neighbourhood of the Customs, but it is said that news has lately arrived here from the Russian Consul at this port to the effect that his Imperial Highness will not be able to "do" the Holy City.

FOUR firemen of the British steamer *Nansing*, and three Chinese employed on board the launch *Kamta* were charged before Mr. Wise this afternoon with being in unlawful possession of a quantity of baggage, the property of passengers on board that steamer on the 21st inst. Mr. Denys appeared on behalf of the defendants and contended that his clients were in legal possession of the property. The magistrate after hearing the evidence sentenced the four firemen to two months' imprisonment each, one of the launch-men to four months, and another to two months, while the third was discharged.

THE Long Range Subscription Challenge Cups were also on and good yards, were shot for on Saturday last. With the exception of one or two scores the shooting was very indifferent. Lt. C. Haswell, R.N., won the Cup for the first time. The Range Scores at 800 and 900 yards, respectively. Seventeen members competed and the following are the four best scores made.

	Score.	Per Cent.
Li G. Haswell, R.N.	20	100
Li Tyler, R.N.	18	90
Li G. Haswell, R.N.	18	90
Li G. Haswell, R.N.	18	90

SAYS the *N. C. Daily News*—According to a private letter received from Chungking, that port was to be formally opened on the 1st of March. Under the conditions to which our government has agreed, in the face of the melancholy "divergence of opinion" we do not know this the exact date of opening is of much consequence to any one, but some authority might have notified it, in case there was any one anxious to establish himself in business there. As Chungking was to be opened, according to the agreement, on the 18th of January, when the ratifications were exchanged, there was plenty of time between that date and the 1st of March to notify the public. We put the date on record now, so that when Chungking opens its gates, in 1941, there may be no question about the exact date.

THE Tokyo papers, during the last few days have, says the *Japan Herald*, been publishing alarming news from Seoul. It is stated that the Chinese Resident, Mr. Yuan, has approached the Korean Court with two proposals of a startling nature. One relates to a treaty by which Korea gave to Russia great privileges of commerce and navigation on portions of the coast and on her borders. Several years ago, when this treaty was first concluded between the two countries, Mr. Yuan remonstrated with the Korean Government, and it was only the year before last that the treaty was ratified. As to the details of the demands preferred by the Chinese Resident in the present instance, no accurate information is given in any of the reports thus far published. The other proposal is said to have for its object the abdication of the present King in favour of his son. Some of the correspondents say that the Koreans are not very well disposed to China, and that they resent the interference of their western neighbour. The report published in the *Kohka* states that the graves of the late King and Queen have been dug up and that all the jewels have been taken away. The gravekeepers were sentenced to punishment for their negligence.

WE are informed by the Agents (Messrs. D. Sassoon, Sons & Co.) that the steamer *Yagan*, from Calcutta, left Singapore yesterday for this port.

THE griffins have commenced to arrive at Shanghai from the North. A mob of ninety-seven from Tientsin were landed by the steamer *El Dorado* on the 14th inst.

THE dredging operations at Woosung are stated to be nearly completed, and the city magistrate of Shanghai has been making the final examination before reporting to the Governor.

A NATIVE paper states that coal of exceptionally fine quality is found in large quantities in the Changchi district of Shantung. A certain Mr. Yang has petitioned the Governor to permit him to work the coal mines by machinery, at the same time giving the poor people from the famine districts some work to do. It is said that the Governor has sanctioned the request.

REFERRING to the division in the Singapore Legislative Council on the Military Contribution vote, the *Straits Times* remarks:—"It was amusing to note how the official votes were given yesterday in the majority of cases the official members did not dispute that they were voting 'aye' reluctantly, and even with disgust."

We wonder what the feelings of our Hongkong officials were, under almost similar circumstances, last Thursday.

It is alleged, says the *Hupao*, that on account of the heavy rain which fell over Foochow and its suburbs on the 19th day of the first moon, people are dying from a certain malignant epidemic which broke out since that inauspicious day. Out of one village of over 500 families 51 persons died, while another country town reported more than 40 deaths. The total number of deaths in and out of Foochow, up to the present time, is estimated to be over 4,000.

THE Board of Revenue at Peking has issued a proclamation announcing that the present year being the usual time for selecting maids of honour, the daughters of all the Manchou officials, above the 4th rank (military and above) the 5th rank (civil), are to report themselves at the Board to await an auspicious day for them to be sent to the palace for selection by the Empress Dowager. Sixty-nine have sent in their names and the Empress Dowager will soon appoint a day to examine them.

The 25th day of the first moon, according to the *Shikpo*, is set by fishermen as the day for worshipping the God of Winds and to prophesy the coming fishing season. If on that day wind blows from the north with a rushing sound it is a good sign and there will be plenty of fish in that quarter. In the present year there was no indication of any wind at all on the 25th day and the fishermen are wondering where the fishes are, as they give no sign as to the quarter in which they will be found.

THIS from the *Shikpo*:—"A steamer, *Chasun* by name, while on its way from Shanghai to Wuhu, on the 1st of the 2nd moon at 5 o'clock left Shanghai, under the command of a Chinese man and his wife and an assistant boatman, and captained by the steamer immediately reversed her engines, but was able to rescue only the woman. All efforts were subsequently made to recover the bodies of the two men but in vain. The smashed boat was towed into Chinkiang and the matter was reported to the Commissioner of Customs, who promised an investigation on the return of the steamer."

THE foolishness of Chinese (so-called) engineers is proverbial. While one of this rather noted "do" was endeavouring to make a two-donkey-power engine haul up a pile at the West Point wharf this morning—where reclamation work is going on—an accident occurred which should prove a warning to all concerned. A pile which was "hard and fast" in the mud was being hauled out at high pressure, when the iron block attached gave way and portions of it rebounding with terrific force almost instantly killed one of the coolies, while the others were wounded. The matter was reported at the West Point Police Station, and no doubt an inquiry will be held.

WE regret to hear of the death, at Tacoma, of Capt. H. C. Dearborn, an old hand on the China coast and well-known in Hongkong as commander of the Pacific Mail Co.'s steamer *City of Peking*. Capt. Dearborn was originally in command of the *Oregonian* when the Pacific Mail Co. had a line of steamers between Yokohama and Shanghai, and when that Company sold out to the Mitsui Bussan Kaisha Co. he was employed between Yokohama and San Francisco and afterwards between San Francisco and Australia. It will be remembered that he was in command of the *City of Peking* when she collided with the Messageries Maritimes steamer *Saghalien* in Hongkong harbour on the 23rd September, 1886, and in the following year he retired from sea-faring life and settled down as a marine surveyor at Tacoma. A Yokohama contemporary hears that the cause of death was brain fever, brought on by the bursting of a blood vessel in the head. The funeral took place on February 16th. No more deservedly popular skipper than Capt. Dearborn ever entered this port, and his sudden and totally unexpected death will be sincerely regretted by all who knew him.

REGARDING the recent reform in the judicial and consular arrangements at Shanghai, the *N. C. Daily News* attributes the changes to the "malicious activity" of an old British Minister resident in Shanghai, who, it is said, was a temporary, that the amalgamation of the functions of chief-judge and consul-general at Shanghai is due to the malignant activity of Sir Thomas Wade who, we are told, is still regarded at the Foreign Office as a reliable authority on China matters. As long as he was at Peking, he was out of the picture; he was the classical instance of the man whose a familiar acquaintance with the Chinese language and literature makes more Chinese than he, and who, when he retired from active service and sank gracefully into the lettered ease of a professorship at Cambridge, we flattered ourselves that his dangerous participation in the relations between England and China was removed; but there is reason to fear that he still comes out of his retirement from time to time to exercise a malignant influence on the councils of the Chinese department at the Foreign Office; and when we remember how strenuously he repudiated when he was Minister, every consular official who ventured to break off the policy of self-effacement before the Chinese which he had adopted, it seems quite credible that his advice has helped to induce the retrograde step that has now been taken. Sir Thomas Wade heartily detested Mr. Alabaster because he held his own against the Chinese, and must be delighted by, if he did not arrange, the alteration which finally deprives Mr. Alabaster of the most potent goal of his ambition, the consular-generalship at Shanghai. To Sir Thomas Wade we owe it, we are told, that Mr. Davenport did not return to China in a much higher position. It is certain that in the case of Sir Thomas "the evil that men do lives after them." We do not know enough yet to say definitely that it is to Sir Thomas Wade that we owe this grave mistake, but it is at any rate the sort of thing that he would have recommended.

His Excellency the Governor has appointed Liew, W. C. A. Nicholson, R.A., to be temporary Adjutant of the Hongkong Volunteers, vice Lieut. W. H. Lee, R.A., who has left the colony.

COLONEL NORTH, "the Nitrate King" has again won the Waterloo Cup, the Blue Riband of the courting world, with *F. E. T. eron*. The Colonel also landed the Purse w. Simonian. It never rains but it pours.

At the Magistracy this morning before Mr. Wise, a shopman was charged with embezzling the sum of \$21.43 the money of his employer, a trader in Bonham Strand. On the application of Mr. Gedge, who appeared for the defendant, the case was remanded for a week, bail being allowed in one surety of \$500.

OUR Shanghai morning contemporary reports that a collision between the steamers *El Dorado* and *Nitroline*. The latter vessel was coming in when the tide drifted her on to the anchored vessel, the result being that the stem of the *Nitroline* was broken and twisted and some other damage done. The *El Dorado* had two plates broken on the starboard side about the after house.

A NATIVE paper has the following:—"Though the officials in Hankow have been urging the tea-merchants to put forth their best efforts at the tea-fair, the result has been very few took the sound advice, because of the scarcity of money and the unwillingness on the part of native banks to advance the necessary funds. This state of things promises a bad year. A few days ago a very wealthy man placed enormous sums in the market which were quickly taken up by the almost desperate merchants in the tea trade, and now crowds of tea pickers are being sent to the mountains to gather the first crop."

THE Canadian Pacific Mail Steamship Co.'s new steamer *Empress of India*, Capt. C. P. Marshall, arrived here from Singapore at 5 minutes to 10 o'clock to-day. She was launched at Barrow-in-Furness on the 13th of November, 1890, and is 485 feet long, over all; 440 feet between perpendiculars; breadth, moulded, 51 feet; depth, moulded, 36 feet; tonnage, 6,000 gross tons. Her engines indicate about 10,000 horse power. The *Empress of India* has been built to Admiralty requirements as a cruiser, and can be armed and made ready for duty in a few hours, her guns being stored in readiness at Vancouver and Hongkong. Her armament will consist of the largest type of 4.7-in. guns. Her 1st first-class passengers, of whom a list will be found in another column, speak very highly of the ship, and of her Commander and officers. The *Empress of India* is undoubtedly one of the finest specimens of naval architecture that has ever entered this harbour, and her passage of four and three-quarter days from Singapore to Hongkong is a decent performance.

WE take the following from an editorial in the *North China Daily News*:—"On Chungking correspondent writes under date of the 1st March that as far as could be seen the British authorities in China were taking no part whatever in the opening of the port. The only announcement of the opening was the posting-up in the new Custom-house of the regulations of trade, which had not even been submitted to the representative of the British government, at whose instance the port was opened, for approval or comment. The British Consul at Chungking and Ichang had neither of them received any instructions what to do, and the former had not been yet authorized to write up 'British Consulate' over his door, or provided with a flag to fly. The Commissioner of Customs has simply to take his orders from the Tantai, as the British government takes no interest in the matter, and the Tantai can be as obstructive as he likes. The Chinese at Chungking are equally indifferent, now that they know that steamers are not coming. Our correspondent adds that the whole way from Ichang at the different shipping places, the universal question was: 'What is the steamer coming?' Sir John Walsingham has confessedly no reason to be proud of his Convention; but having negotiated it and got it ratified, the least he could have done was to preserve his interest in it until the port was actually opened. He obviously does not consider what a bad effect this indifference must have upon the Chinese. Perhaps the report is true that he is anxious to pay out Sir Robert Hart for not assisting him in getting the Upper Yangtze opened to steamers. It is the Customs now who are most anxious to see foreign trade flourish at Chungking, and Sir John does not propose to exert himself to gratify the Inspector-General."

## SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before Sir James Russell, Chief Justice.)

March 23rd.

LAU TIT LAM v. SORABJEE JORABJEE BHARA.

This was an action in which the plaintiff asked for an injunction against the erection of a public latrine by the defendant.

Mr. Pollock, instructed by Messrs. Caldwell and Wilkinson, was for the plaintiff, and Dr. Ho Kai, instructed by Mr. Ho Wyson, appeared on behalf of the defendant.

Mr. Pollock said the plaintiff was the owner and occupier of a house, No. 5, Tung Shing Lane, and he asked for an injunction restraining the defendant from erecting a public latrine on land recently occupied by houses Nos. 1 and 3 Tung Shing Lane. The circumstances of the case were that the plaintiff was a trader having a shop at No. 75, Bonham Strand, and residing at No. 5 Tung Shing Lane. The defendant was a broker and he proposed to erect a public latrine which the plaintiff alleges will cause a public nuisance and will also depreciate the value of the plaintiff's premises. The defendant in his answer, says the latrine will be kept according to regulations laid down, and he denies that it will depreciate the value of the premises. The plaintiff alleges that the defendant is wrongly putting his premises to such a use as to depreciate the market value of his property. In cases like the present it was not necessary to prove that there would be danger to life, but just sufficient to prove that the erection of a latrine would interfere with the ordinary comfort of human existence. They contended that absolutely the worst place had been selected.

His lordship asked if the latrine was being erected with the sanction of the Sanitary Board or the Government, or by the defendant for his own particular interest and benefit.

Mr. Pollock said the defendant was erecting it for his own benefit.

Dr. Ho Kai said it was being erected for a public benefit.

was repealed by Ordinance 15 of 1889, and therefore the defendant was simply erecting the latrine for trade, and considered it to be the best use for which he could put his property to. The defendant was acting on his own behalf and not by any Public Board. Tung Shing Lane was practically a small area, 11 ft. wide at one end, 10 feet 3 inches at the other end and only 53 feet in length. On each side of the lane houses of three stories and five stories were erected, the only entrance to those houses being by the archway or air-passage in the lane. There was no circulation of air-passage in the lane, and the proposed latrine would only be 30 ft. from the plaintiff's windows. Under those circumstances they contended it would be an intolerable nuisance and would depreciate the property of plaintiff. The walls of the latrine had been run up to some height, but during the last few days the work had been stopped.

Mr. R. K. Leigh, civil engineer and architect said he had visited Tung Shing Lane, which was a narrow alleyway between two rows of houses, and he had measured the length of the houses opening on to it, from which he made the plan produced. The approach to it was up a stone stair which led to a passage five feet wide. The lane was 63 feet long, 11 feet wide at the northern end, and 10 feet 3 inches at the other. There was no other entrance to the lane except by the archway. The houses in the lane were three and five stories. The latrine had been partly built, one wall being 15 feet high and a cross-wall inside the wall being eight feet high. The area of the latrine inside the wall was eight hundred square feet. The distance from the plaintiff's nearest window to the latrine was 30 feet. The plan of the proposed latrine. On the ground floor was provided five urinal pans each two feet high. Persons passing by the door of the latrine, and persons living opposite, would have an uninterrupted view into the latrine. There was also provision made for the erection of forty closets on each floor. There were four large ventilators provided to ventilate the lower floor through the upper floor, terminating in one lantern. There were also two 7 inch vents close to the back wall, which were 4 inch vent on the N.E. corner. The lantern was just about on a level with the upper floor windows of the plaintiff's house, from which it was distant 24 ft. The gases would go all through the lane. The latrine was certainly not in a good situation and was not suitable, because it was enclosed by three solid walls and would only open on the side which opened into the lane. There was only one door and three small windows on the ground floor, one of the latter opened into the urinal and the other two into the latrine, so that the air admitted through the latter would ascend up the stairway, leaving the ground floor without sufficient ventilation. The latrine would have the effect of depreciating all the property in the lane. The percentage of depreciation would almost be fifty percent. He had had no interest in the building of the house.

Cross-examined—He knew several privately owned latrines. He was certainly of opinion that property would be depreciated by the existence of a latrine. By experience he knew people objected to residing near a latrine. He could not give an instance where property had depreciated through the existence of a latrine. He knew the public latrine in the Tung Mun Lane, approached from the Praya. He would say that the property in proximity thereto had depreciated in value.

By his lordship—There was no arrangement for drainage, except by surface channels leading to a sink.

Surgeon-Major F. E. Barrow, Army Medical Staff, said as an Army officer he had been in the habit of inspecting the sanitary arrangements of barracks. He had inspected Tung Shing Lane on two occasions and had seen the latrine which was partially erected. He did not think a more unsuitable site for a latrine could have been selected. Most probably the existence of such a latrine would effect the health of the inhabitants in the lane. He was of opinion that noxious vapours would enter the plaintiff's house, particularly during the hot months. He never knew of a public latrine being erected on a site surrounded by houses.

Cross-examined—He was not acquainted with public latrines in the Colony. He had had some experience of Chinese houses and was of opinion that a latrine should have thorough ventilation in every direction.

By his lordship—I do not think that any attention would render the latrine perfectly free from being injurious to health.

At this stage the court adjourned.

## THE HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

The seventh ordinary meeting of Shareholders in the above named Company was held at Messrs. Russell & Co.'s office, Praya Central, this afternoon for the purpose of receiving the report of the General Managers, declaring a dividend, and electing a committee and Auditors. There were present—Messrs. W. J. Forbes (Chairman), D. Gillies, J. S. Moses, T. E. Davis, S. A. Joseph, L. Downes, A. Durr, G. L. Watson—Taylor and R. Shawan (Secretary).

The Chairman said—Gentlemen, the report and accounts having been in your hands for some time past, may, if you have no objection, be taken as read. There is little that I have to add to it of interest. The result of the year's work is a very satisfactory one, our debt to the Bank is being gradually reduced, and if we continue as we are doing without any untoward accident, we shall find ourselves in the ward of a year or two in a thoroughly sound financial condition. Reference has been made by shareholders to the advisability of increasing the dividend, but I do not think that, at any rate until we are free from our present indebtedness, this would be prudent. The stock of rope on hand on 31st December having become greatly reduced the factory resumed work about the middle of February, and I am pleased to say that as far as I can see we have every prospect of keeping the works actively employed for some time to come, the principal disturbing factor in our business, the Manila hemp market, having been very steady lately. Before moving the adoption of the report and accounts I shall be glad to answer any questions from shareholders.

There being no questions the Chairman moved that the report and accounts as presented to the meeting be adopted and passed.

Mr. Forbes seconded, and the motion was carried unanimously.

The Chairman said the next business was to elect a consulting committee.

Mr. Moses proposed that Messrs. D. Gillies, J. S. Moses, and T. E. Davis be elected as a consulting committee.

Mr. Watson seconded and it was carried.

Mr. Gillies proposed that Messrs. T. Arnold and F. Henderson be re-elected auditors.

Mr. R. Shawan seconded, and the motion was carried.

The Chairman said that all the business before the meeting, dividend warrants would be ready to-morrow (Tuesday), and he thanked those present for their attendance.

The meeting then closed.

## THE LOSS OF THE "NANZING."

The *Nansing*, which went ashore at about 4 p.m. on the 20th instant on one of the Iema Islands, situated about 20 miles from this port, will, we hear, become a total loss. The Dock Company's tug *Fleet* P.M.A. Captain Stoppani, has brought in 1,200 bales of hemp out of the 3,000 on board, and there is every hope of saving the rest of the hemp, but the cargo of sugar, stored in the fore-hold, is, of course, a total loss. There were eight European passengers on board the *Nansing* besides 125 Chinese, all of whom, with the exception one Chinaman who was drowned, have now been brought to Hongkong after the accident, and whereon







## Mails.

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

## THE Steamship

"GAELIC" will be despatched for San Francisco, via Yokohama, on TUESDAY, the 24th March, at Daylight.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.

First-class Fares granted as follows:—  
To San Francisco.....\$225.00  
To San Francisco and return.....393.75  
available for 6 months.....325.00  
To Liverpool.....325.00  
To London.....325.00  
To other European Ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Consular invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

J. S. VAN BUREN, Acting Agent.  
Hongkong, 16th March 1891.

## U. S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

## THE U. S. Mail Steamship

"CHINA" will be despatched for SAN FRANCISCO, via YOKOHAMA, on THURSDAY, the 2nd April, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—  
To San Francisco.....\$225.00  
To San Francisco and return.....393.75  
available for 6 months.....325.00  
To Liverpool.....325.00  
To London.....325.00  
To other European Ports at proportionate rates.

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Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; values of same is required.

Consular invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in sealed envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company No. 50A, Queen's Road Central.

J. S. VAN BUREN, Acting Agent.  
Hongkong, 16th March 1891.

## NORDEUTSCHER LLOYD.

## NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG. PORTS OF CALL: LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 12th day of April, 1891, at 11 A.M., the Company's Steamship "SACHSEN" Captain K. von Gossel, with MAILED PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at GENOA, Shipping Orders will be granted till Noon. Cargo will be received on Board until 4 p.m. Specie and Parcels until 5 p.m., on the 11th April, (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and a first-class Dining and Stewardess.

For further Particulars, apply to MELCHERS & Co., Agents.  
Hongkong, 18th March, 1891.

## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY.

## PROPOSED SAILINGS FROM HONGKONG, 1891.

Empress of India, Tuesday, April 7th.

Parthia, Tuesday, May 5th.

Empress of Japan, Tuesday, June 2nd.

## THE Steamship

"EMPRESS OF INDIA," Captain O. P. Marshall, R.N.R., sailing at Noon, on TUESDAY, the 7th April, with Her Majesty's Mail, will proceed to VANCOUVER, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, and YOKOHAMA.

RATES OF PASSAGE. FROM HONGKONG, FIRST CLASS.

To Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O.....\$225.00

To Banff, Calgary.....\$225.00

To Winnipeg.....\$225.00

To Minneapolis, St. Paul, Duluth.....\$225.00

To Chicago, Kansas City, St. Louis.....\$225.00

To Milwaukee, Cleveland, Detroit, Columbus, Hamilton, London, Ont., Toronto, Niagara Falls.....\$305.00

To Kingston, Ottawa, Montreal, Quebec, New York, Albany, Troy, Rochester, Baltimore, Philadelphia, Pittsburg, Washington, Boston, Portland (Maine), Halifax, St. John, To Liverpool and London.....\$325.00

To Paris and Bremen.....\$325.00

To Harve and Hamburg.....\$325.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Return Tickets.—First and second class only. Prepaid return tickets to Pacific Coast Ports, and to Eastern and Interior Points of Canada and U.S.A. will be granted, available for 12 months at 25 per cent. off Return Fare.

(Time is reckoned from the date of issue to date of re-embarkation at Vancouver.)

Passengers to Pacific Coast Ports and to Interior and Eastern Points of Canada and U.S.A. not holding prepaid return tickets, but who re-embark at Vancouver within 12 months from date of issue of original ticket, will be allowed 10 per cent. off the return fare.

Prepaid return tickets to Liverpool and London will be issued, available for 12 months at 50 per cent. off Return Fare.

CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B. C.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

ADAMSON, BELL & Co., Agents, Hongkong.

## INSURANCES.

## THREE IMPORTANT FACTS ABOUT THE STANDARD LIFE OFFICE.

1.—HALF A MILLION STERLING per annum is being paid in Death claims year by year.

2.—THE FUNDS IN HAND amount to upwards of Seven Million pounds Sterling and have increased 50 per cent. in the last 15 years.

3.—THE LIVES who die are annually replaced by more than double the number of new carefully selected lives.

ADAMSON, BELL & Co., Agents, Hongkong.

## GENERAL LIFE AND FIRE ASSURANCE COMPANY IN LONDON.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE and LIFE at Current Rates.

REUTER, BROCKELMANN & Co., Hongkong, 1st July, 1889.

## THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

RUSSELL & Co., Agents, Hongkong, 14th November, 1890.

## NOTICE.

## THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED.....\$1,000,000.

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on Goods, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN, Secretary.

## HEAD OFFICE.

No. 2, Queen's Road West, Hongkong, 1st February, 1892.

## GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL, TAELS 500,000, \$533,333.33.  
RESERVE FUND.....\$318,000.00.

LEE SING, Esq., LO YUEN MOON, Esq., LOU TAO SHU, Esq., LO YUEN MOON, Esq.

MANAGER—HO AMEL.

MARINE RISKS ON GOODS, &c., taken at CURRENT RATES on all parts of the world.

HEAD OFFICE: 8 & 9, PRAYA WEST, Hongkong, 7th December, 1891.

G. FALCONER & CO., WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS, NAUTICAL INSTRUMENTS, CHARTS AND BOOKS, No. 48, Queen's Road Central.

## To be Let.

## TO LET.

Possession on 1st April next.

HOUSE No. 18, ELGIN STREET.

For particulars, apply to LOUIS KIRCHMANN, No. 4, Ladder Street Terrace, Hongkong, 16th February, 1891.

## TO BE LET NOW.

No. 1, Wild Dell Buildings, Wanchai Road, 5 Rooms. Rent \$30.

A COMFORTABLE FAMILY HOUSE in Richmond Terrace, occupied by Mr. J. D. Humphreys for many years.

TO BE LET SHORTLY. A very good 4 ROOMED HOUSE with every convenience.

An exceedingly comfortable and cool 6 ROOMED HOUSE.

The above will be let to good TENANTS only, at moderate rentals.

Apply to THE SECRETARY, Humphreys Estate & Finance Co., Ltd.

## TO BE LET OR SOLD.

On favourable terms, with immediate Possession.

EIGHT HOUSES at "Mountain View," Peak District, near Plunkett's Gap.

If sold, part of the Purchase money can remain on Mortgage.

Apply to JOHN A. JUPP, 38 & 40, Queen's Road Central, Hongkong, 20th March, 1891.

## TO LET.

BLUE BUNGALOW, PEAK ROAD.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd., Hongkong, 17th March, 1891.

## TO BE LET.

No. 10, SEYMOUR TERRACE.

Apply to HERCULES J. SCOTT, Hongkong, 3rd February, 1891.

## KOWLOON.

TO LET, KNUTSFORD TERRACE—KIMBERLEY ROAD.

With immediate Possession.

THE KOWLOON LAND AND BUILDING Co.'s ESTATE. Healthy situated 3 ROOMED HOUSES with Bath-rooms complete; splendid view. Moderate Rent.

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd., Hongkong, 12th March 1891.

## TO LET.

NOS. 25 & 27, ELGIN STREET, behind the Old Union Church.

Apply to ACHEE & Co., Hongkong, 25th February, 1891.

## TO LET.

With immediate Possession.

No. 17, PRAYA CENTRAL.

OFFICES—above Messrs. Douglas, Laprak & Co.'s Premises.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd., Hongkong, 16th December, 1890.

## TO LET.

NOS. 9 & 11, SEYMOUR TERRACE.

ROOMS in College Chambers No. 4, OLD BAILEY STREET.

OFFICES and CHAMBERS in Connaught House, Queen's Road Central.

OFFICES in Victoria Buildings.

Apply to DAVID SASSOON, SONS & Co., Hongkong, 2nd February, 1891.

## Hotels.

THE SHAMHEEN HOTEL.

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the River Steamer Wharves, is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East.

The Table D'Hôte is supplied with every luxury in season, and the cuisine is in experienced hands.

Wines, Spirits, Malt Liquors, etc., of the best quality only.

A. F. DOZARIO, Manager, Hongkong, 4th November, 1890.

PEAK HOTEL, VICTORIA GARDEN, PEAK, Adjoining the Tramway Terminus.

THE most beautiful position in the environs of Hongkong, situated 1,250 feet above sea level, commanding magnificent views of the City and Harbour of Victoria, the mainland of China and neighbouring islands.

Cool southerly breezes in Summer with perfect protection from N.E. Winds of Winter.

The best accommodation of Victoria with every comfort, convenience and attention.

The Cuisine is under the best supervision and every luxury obtainable is supplied.

WINE, etc. the best Brands and finest quality only are kept.

TERMS MODERATE.

Telephone No. 22.

PEAK HOTEL & TRADING Co., Ltd., Proprietors, Hongkong, 13th February, 1891.

THE BOA VISTA.

BISHOPS BAY, MACAO.

THIS House, situated on the sea shore in one of the best and healthiest parts of Macao, and commanding an admirable view facing the South, was OPENED as a HOTEL on the 1st July.

Every comfort will be provided for visitors, with excellent cuisine and choice wines.

Hot, Cold, Shower and Sea Water Baths, Large and well Ventilated Dining, Billiard, and Reading Rooms, and well supplied Bar.

A small dairy is attached to the premises.

Mrs. MARIA B. DOS REINOLDS, Proprietress.

## Amusements.

## THEATRE ROYAL, CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB.

The above Club will give A PERFORMANCE ON MONDAY, the 10th March, AND TUESDAY, the 11th March.

When will be produced an Original Comedy by James Albery, entitled "TWO ROSES."

By kind permission of Lieut.-Colonel CHATTER and the Officers, the Band of the 1st Battalion Argyll and Sutherland Highlanders will perform during the Evening.

Tickets can be obtained from Messrs. LANZ, CRAWFORD & Co. on and after Monday, March 23rd, at 11 a.m. Price, 2s and 3s.

Doors open 8.30. Performance to commence at 9 o'clock. Hongkong, 16th March 1891.

## Masonic.

CATHAY CHAPTER, No. 1,165.

AN EMERGENCY CONVOCACTION of the above Chapter, will be held in FRANKMANS' HALL, Zetland Street, on THURSDAY, the 26th inst., at 8.30 for 9 p.m. precisely.

Hongkong, 21st March, 1891.

## Notices of Firms.

NOTICE.

WE have this day OPENED A BRANCH of our FIRM at HANKOW.

CARLOWITZ & Co., Hongkong, 19th March, 1891.

## Consigners.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "MACDUFF" FROM MIDDLESBRO, GLASGOW, LIVERPOOL, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 24th inst., will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 24th inst., or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by ADAMSON, BELL & Co., Agents.

Hongkong, 18th March, 1891.

## Intimations.

TOURISTS

ARE cordially invited to call and inspect our choice collection of Japanese and Chinese FINE ART CURIOS, which is unequalled in Japan.

Every article guaranteed as represented. No trouble to show goods. One price only.

DEAKIN BROS. & Co., Ltd., 16 Band, Yokohama, near door to Farsall's Photographic Studio.

## Dr. Knorr's ANTIPIRYNE.

(Dose for Adults 15 to 25 grains troy.)

IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, ERYSIPELAS, HOOPING-COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the medical Faculty. To be had from every reputed Chemist and Druggist. Ask for Dr. KNORR'S ANTIPIRYNE! Each Tin bears the inventor's signature, "Dr. KNORR" in red letters.

Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China. Beware of spurious imitations!

Hongkong, 20th May, 1890.

## Some Children Growing Too Fast.

become listless, fretful, without energy, thin and weak. But you can fortify them and build them up, by the use of

SCOTT'S EMULSION

OF PURE COD LIVER OIL AND HYPOPHOSPHITES

Of Lime and Soda.

They will take it readily, for it is almost as palatable as milk, and three times as efficacious as plain Oil. And it should be remembered that AS A PREVENTIVE OR CURE OF COUGHS OR COLDS, IN BOTH THE OLD AND YOUNG, IT IS UNQUALLED. Avoid substitutes! Beware of cheap imitations.

SCOTT & BOWNE, LIMITED, 47 MARK LANE, LONDON, E.C.

Sole Agents for Hongkong and China: Messrs. A. S. WATSON & Co. (LIMITED), Hongkong, 10th December, 1890.

## Intimations.

## S I E N T I N G, SURGEON DENTIST.

No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE. Consultation free.

Hongkong, 18th March 1891.

## DENTISTRY.

FIRST CLASS WORKMANSHIP AND MODERATE FEES.

M. R. WONG TAI-FONG, Surgeon Dentist, (Formerly assisted Dr. DOUGLAS), HAS REMOVED TO THE MARINE HOUSE, QUEEN'S ROAD, (next to the Telegraph Companies).

\*CONSULTATION FREE. Hongkong, 7th March, 1891.

J.